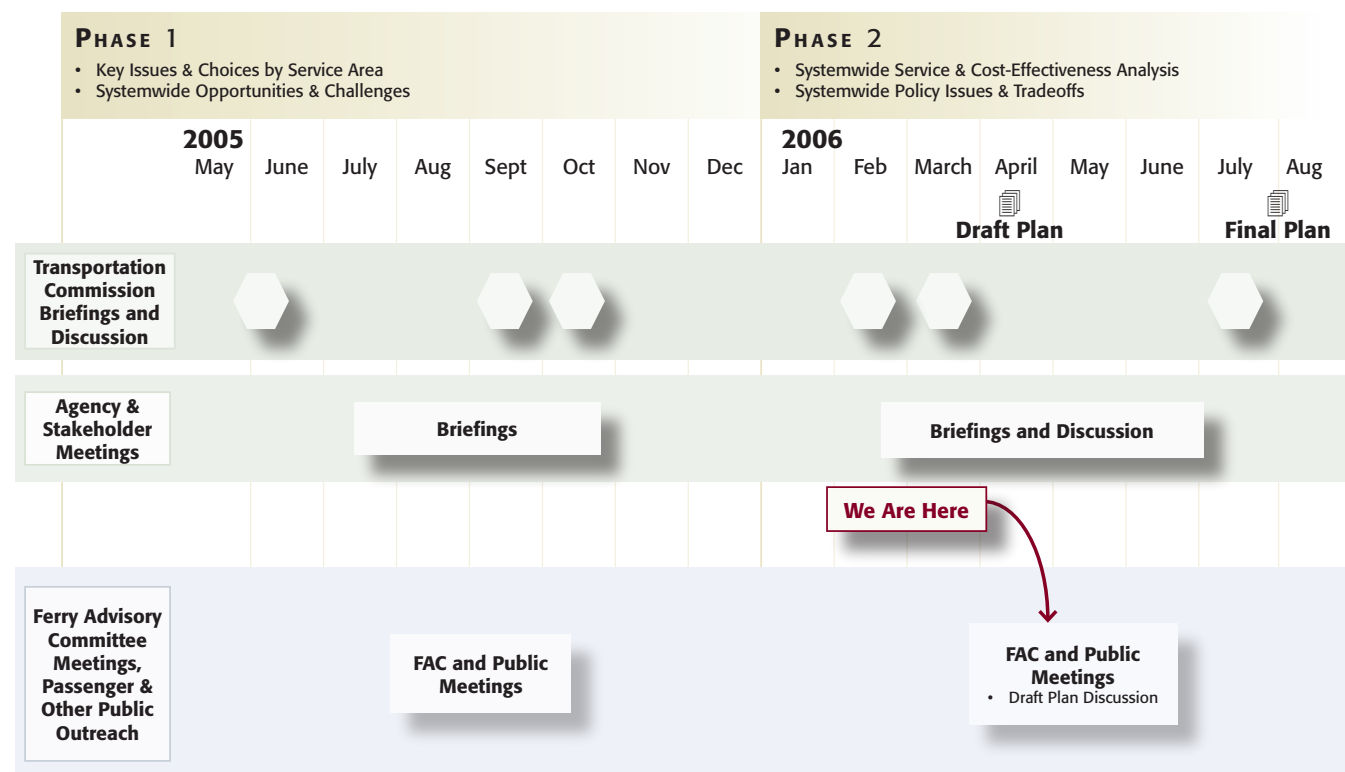


Long-Range Planning Schedule and Opportunities for Input



Next Steps

- Public comment period ends on June 1, 2006.
- Public input and feedback on the Draft Plan collected in April and May will help shape the Final Long-Range Strategic Plan
- The Plan will be finalized and approved by the Washington State Transportation Commission in summer 2006 as part of the adoption of the Washington Transportation Plan

To submit your comments or learn more about the Draft Long-Range Strategic Plan, please contact WSF at one of the following sources:

Postal Mail: **Joy Goldenberg**
Washington State Ferries
Customer and Community Relations
2901 Third Avenue, Suite 500
Seattle, WA 98121

Web site: <http://www.wsdot.wa.gov/ferries/planning>

E-mail: wsfplanning@wsdot.wa.gov
Phone: **(206) 515-3411, Joy Goldenberg**
Fax: **(206) 515-3408**

Americans with Disabilities Act (ADA) Information. Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

Title VI Statement. WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.

Draft Long-Range Strategic Plan Implications for North Sound Corridor



Washington State Ferries Releases its Draft Long-Range Strategic Plan

- The Draft Plan was released on April 3, 2006 and will guide WSF's future service and capital investment decisions through the year 2030.
- Developed with extensive input from the public and stakeholder groups, the Draft Plan outlines proposed service changes, vessel purchases and terminal improvements that allow WSF to meet future demand for ferry travel.
- This is a Draft Plan. Meaningful stakeholder, public and customer perspectives are a critical element in shaping the Final Plan.
- WSF is part of the regional transportation system.
- The WSF Long-Range Plan will become a part of the Washington Transportation Plan (WTP), which will set the state transportation system's investment priorities after its adoption by the Washington State Transportation Commission.

This is Phase Two of Long-Range Planning Public Involvement

- During the first phase of public involvement, in June 2005, WSF identified the challenges in each travel corridor, then identified and evaluated possible service scenarios for each corridor.
 - WSF solicited feedback on these corridor-specific service alternatives in order to help guide selection of the most effective alternative.
- Beginning in April 2006, this round of public outreach focuses on gathering comments on the Draft Plan, for use in completing the Final Long-Range Plan.

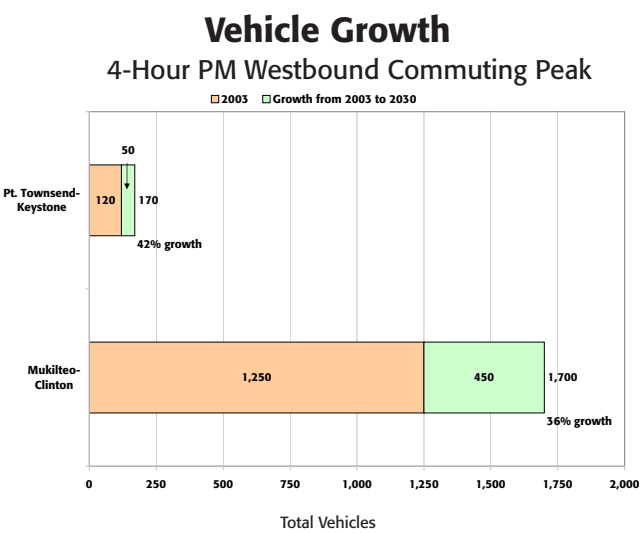
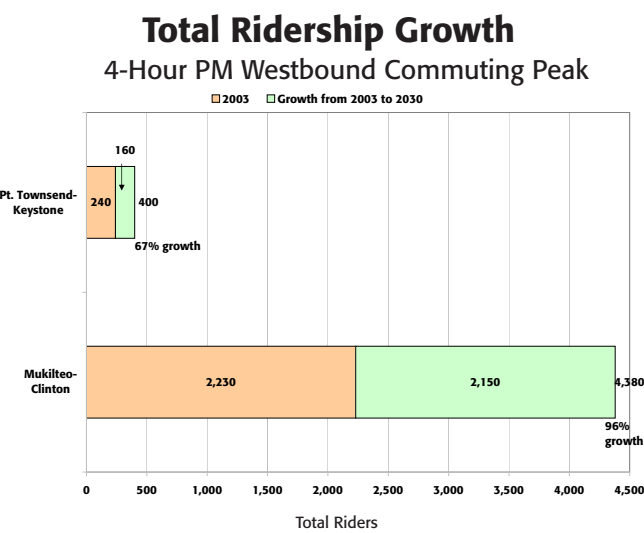
WSF is Preparing for Significant Ridership Growth

- The Draft Plan puts forth a strategic service and investment plan to help meet growing demand for ferry service.
- The goal of this Draft Plan is to add service where it is needed according to the congestion delay standards set by the Washington State Transportation Commission.
- The Plan would result in improvements to expected congestion delay on all routes.
- Ridership is projected to increase 70% systemwide by 2030 with walk-on ridership growing at a faster rate than vehicles.

Flexibility is a Key Element of the Draft Plan

- While the Draft Plan has been developed using forecasts of traffic growth that are consistent with regional transportation planning, the demand is not certain.
- The majority of the expansion elements of the service plan are slated for a ten-year period between 2015 and 2024. Before decisions are made to purchase the new vessels to support these expansions, WSF will know if traffic growth is tracking with the Draft Plan forecasts.
- In the event that traffic growth is less than projected, the service expansion elements of the Plan can be delayed to match actual traffic growth.

Growth in the North Sound Corridor



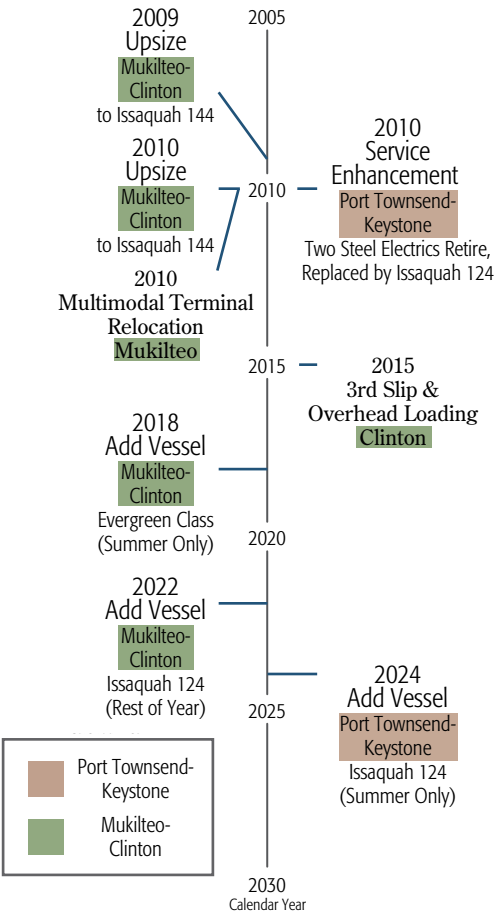
Draft Plan for the North Sound Corridor

Port Townsend-Keystone. Service options will be dependent on the outcome of the Keystone planning effort, and results will be incorporated into the Long-Range Plan. For now, the Plan assumes that service will be supplemented by a larger boat in 2009 (124-car vessel) and 2-boat summer service in 2024 (add a new 144-car vessel).

Mukilteo-Clinton. A third boat will be added in the summer of 2018, and will become year-round in 2022.



Key Service Milestones in the North Sound



The Keystone Terminal Project

Keystone is a complicated issue – legislative, public, Tribal, and resource agency input has been and continues to be critical. No vessel decision has been made. WSF will consider issues that arise from the Environmental Impact Statement, as well as system-wide needs and available funding when choosing a preferred alternative for Keystone Terminal. WSF is still in the process of studying vessel options identified in the 2005 Keystone Harbor Study. Service options will be dependent on the outcome of the Keystone planning effort, and results will be incorporated into the Long-Range Plan.

WSF is currently beginning an environmental review of alternatives for improving the Keystone-Port Townsend route to maintain existing service and accommodate future growth. WSF has identified four preliminary alternatives for Keystone Harbor to study in an Environmental Impact Statement (EIS), in addition to a No Action alternative.

Alternative A: Relocate the jetty 300 feet to the east to accommodate a larger vessel. The vessel would have a capacity of between 124-144 vehicles.

Alternative B: Extend the jetty 600 feet into the water and widen the harbor to the west to accommodate a larger vessel. The larger vessel would have a capacity of between 124-144 vehicles.

Alternative C: Use the existing harbor and acquire a new, unique vessel with a special propulsion system that would allow it to operate in the existing Keystone Harbor.

Alternative D: Use the existing harbor and terminal and acquire new vessels that are similar in size to the existing Steel Electrics.

Keystone Terminal and the Draft Plan. The Draft Plan assumes the use of the larger Issaquah Class vessels (124-144 vehicle capacity). If a different alternative is chosen through the Keystone EIS process then the Long-Range Strategic Plan would be revised at that time.

Port Townsend Terminal Preservation and Improvement Project

The Port Townsend Ferry Terminal Preservation and Improvement Project will preserve existing terminal structures and expand vehicle holding to accommodate current and future traffic demands. It will improve operational reliability and improve efficiency. The project will also reduce traffic congestion on local streets.

Port Townsend and the Long-Range Strategic Draft Plan. The Draft Plan assumes a larger vessel for the route starting in 2010, but the Port Townsend project will be designed to accommodate any vessel chosen through the Keystone planning process.

The Mukilteo Multimodal Terminal Project

A new multi-modal terminal is planned for Mukilteo. WSDOT, WSF and the Federal Transit Authority (FTA) are planning to build the terminal in Mukilteo with an overhead pedestrian bridge to link ferry customers directly to train and bus connections, providing commuters strong incentives to use public transportation. The new terminal, along with the planned Sound Transit Commuter Rail station, will be co-located on the former Mukilteo Tank Farm property, just east of the current facility.

Mukilteo Multimodal Terminal and the Draft Plan. The Draft Plan assumes Summer 2010 completion of the Mukilteo Multimodal Terminal. The terminal project is consistent with the proposed service enhancements.

Keystone Terminal Schedule

- Spring 2006: Public Scoping
- Comments are due by April 28, 2006.
- Early 2007: Draft EIS released.

Port Townsend Terminal Schedule

- Fall 2004: Begin preliminary design
- Summer 2005: Complete preliminary design
- Fall 2005: Announce proposed action and begin environmental studies
- Summer 2008: Complete final design
- Fall 2008: Begin construction
- Spring 2010: Complete construction

Mukilteo Multimodal Schedule

- Spring 2006: Public scoping
- Fall 2006: Draft Environmental Impact Statement (EIS) available for public review and comment
- Summer 2008: Start construction
- Summer 2010: Complete project